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To Miss Green
From her affectionate Friend
The Author
William Edward Hope Vere
Scarborough
October 30th 1866.

JOURNEY THROUGH PART OF RUSSIA

AND

TOUR IN HOLLAND

NOTES

OF

A JOURNEY THROUGH PART OF RUSSIA

AS FAR AS NIJNI-NOVGOROD

IN THE SUMMER OF 1863

AND

JOURNAL OF A TOUR IN HOLLAND

IN 1865

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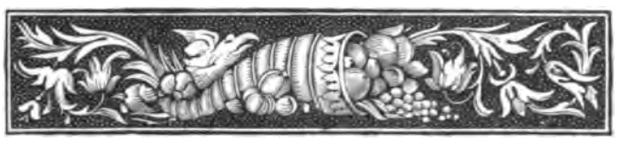

NOTES

OF A

Journey through Part of Russia.

THE Author of the following remarks, during a short tour in part of Russia as far as Nijni-Novgorod, noted for its great annual fair, which he made with a companion during the summer of 1863, has no intention of publishing his thoughts, but simply of presenting them to intimate friends. Little that is new will be offered, it being difficult to obtain information in Russia — especially so for foreigners — all establishments in the country of any importance, and most things in general, being conducted with the greatest secrecy; but the writer will endeavour to make the account of his adventures as amusing as possible. Introduction.

Tourists at home and abroad.

As sunny July draws to a close, and is succeeded by the fruit-ripening month of August, most classes of society seek for recreation and change after the duties and amusements of summer are over. Sportsmen flock to the Highlands, there to enjoy the pastime of the deer-forest, the moors, and salmon-rivers. Some patiently await the 1st of September for partridge-shooting, others hurry off to the Continent to explore the Rhine, Switzerland, and Germany; and of these latter not a few who for fashion's sake go to "*do*" the Continent are not unfrequently "*done*" themselves.

The start. July 3.

Inclination led us to a more distant field; so, after a pleasant sojourn at Spa, we started on the 3d of July by railway for Hanover.

Cologne to Hanover and Hamburg, *via* Harburg.

The carriages were crowded, especially with English tourists, and on reaching Cologne the refreshment-room presented an extraordinary scene. There were congregated in great numbers English, French, and Germans, all busy at dinner, and a greater babel of tongues and clatter of knives and forks could hardly be imagined.

Dinner in such circumstances seemed hopeless, but the *Kellner* advised us to wait and we should speedily see the room cleared, when we might dine in comfort before proceeding on the night journey; and we were not long of benefiting by this advice, for

soon the bell rang and a stentorian voice proclaimed the immediate departure of the up-Rhine train, which announcement caused the instant emptying of the room amidst great noise and confusion, leaving us in possession of all we surveyed.

After dinner we took our places in the Hanover train. The absence of crowding here strongly contrasted with the more familiar tract of the Rhine, our train conveying few travellers in comparison to the train we had seen shortly before depart.

As it is my intention to dwell only slightly on our journey to Copenhagen, I shall briefly remark that Hanover was reached very late in the evening. Hanover. On the following day we visited the Palace and other July 4. interesting places, and the same afternoon left for Harburg, from which place a steamboat conveyed us down the Elbe to Hamburg, where we took up our Hamburg. quarters in the Hotel St Petersburg.

We were occupied the next day viewing the city. July 5. Having visited Hamburg before, there was little of novelty to me; but being new to my companion, we managed to see a good deal, although the day was uncomfortably wet, prosecuting our inspection to a late hour in the evening, when the city can be seen to most advantage.

My friend ascended the spire of the Church of St July 6. Michael, which is the highest in Hamburg, and com-

mands extensive views of Hanover, the Elbe, and Denmark. We drove through Altona (which means *all-too-near*,—a Danish town close by the Hamburg gates) to Blankenese on the Elbe, enjoying the fine scenery, and then returned to our starting-place.

Hamburg to Copenhagen, *via* Altona, Kiel, and Korsör.

After a slight repast we prepared for the night journey from Altona to Copenhagen. On accomplishing the first stage by railway to Kiel, we found the steamboat waiting, and were soon under way. After supper we slept in the saloon, and on the dawn of day discovered the Great Belt was nearly crossed, the Little Belt having been crossed the previous evening. We soon reached Korsör, where is the mausoleum of the Danish royal family, thence took the train for Copenhagen, in which capital we arrived at 11 A.M.

Copenhagen.

On inquiry we ascertained there was no direct steamer plying between Copenhagen and St Petersburg or Kronstadt, but learned we could proceed by the Hull steamer, on making telegraphic communication to Elsinore for the boat to stop at Copenhagen. The next fortnightly steamer being expected in a day or two, we were told to be in readiness, and occupied our time in seeing Copenhagen and Elsinore.

Museum.

I accompanied my friend to the Museum, to see what additions had been made since my former visits. The only thing I noted was a rudely-con-

structed oak coffin, found in the extreme north of Jutland, containing the skeleton of a man fully seven feet high. The skeleton was in a glass case. Professor Thomson, who has charge of the Museum, drew my attention to what remained of the dress, and I must say it appeared to me to bear a close resemblance to the garb of the Scottish Highlanders; for though decayed by time, what answered to the kilt and scarf could be discerned.

Preparations for leaving Copenhagen.

The arrival of the steamer being now expected, we again repaired to the agents, and were informed that the boat would arrive that day or the following, but were assured that timeous notice would be given. My impression being that we might be taken by surprise, preparations were made for a hasty departure. I drew Danish money, and then changed all into English. On my return to the Hotel Royal, I found, as I expected, that the steamboat had arrived, and was to sail at 5 P.M.

Packing having been completed, two hasty letters were written and posted for London, a hurried dinner at the *table d'hôte*, and then to the quay, where a small boat took us on board. To our surprise we found the vessel to be the Cronstadt screw-steamship from Leith, on her first trip out. She appeared in a very unfinished state; the carpenter and others were busy at work, and the paint quite fresh, &c., which

did not add to the comfort of the passengers. The accommodation was very limited.

In a dilemma.

It was clear to us, from the amount of coal to be shipped, and the slow process of doing it, that we could not sail for some time. The Cronstadt had been at anchor since 12 o'clock noon. Under these circumstances we left the ship, determined to pursue our journey to St Petersburg by some other route than the Baltic. We then considered which would be the best way; Hamburg and Berlin were thought of, but abandoned on account of the rails being lifted in consequence of the civil war in Poland. The next idea was by Gottenborg and Stockholm, crossing the Baltic and up the Gulf of Finland to St Petersburg.

On our return to the Hotel Royal, we explained our difficulties, and were told that as our luggage had been on board a British ship, it must pass through the Danish custom-house, which would make us too late for the mail to Hamburg, and that there was no boat to Gottenborg till the following Wednesday. Thus there was no help for us but at once to return on board, which we accordingly did without delay, selected our cabins, and arranged our luggage, at least what we required for the voyage. The Captain was kind and agreeable, and in a short time we became all friendly together. The crew being Scotch, their language afforded us a pleasant relief after the French, German,

and Danish we had been accustomed to during the last two months.

We sailed at 7.20 P.M., crossing the bows of the Leopard screw-steamer, which had recently anchored close to us to coal, and was bound to Hull from Kronstadt. Soon we saw Copenhagen church-spires, to use a nautical expression, hull down in the water, and gradually disappear from view. We now entered the Baltic Sea, and for the second time I sailed on this vast inland water. This, like several of the preceding days, was oppressively hot and a dead calm. On the Sound. On the Baltic.

Sunday: still calm and very warm. The thermometer, Fahrenheit, 99½° in the sun, 73° in the shade, with a west wind. July 12.

After breakfast I went to my cabin, and was occupied there for several hours. Between 12 and 2 o'clock P.M. the steamer suddenly stopped, but soon went on again. When I inquired the reason, I was told the stoppage was necessary to have the machinery oiled—an unheard-of proceeding, as, under proper management, these matters are usually attended to when the vessel is in motion. However, as will soon be seen, this was only the beginning of our troubles. Lunch, dinner, and tea succeeded each other, and we all enjoyed the lovely weather. We passed several sailing vessels, but they lay like logs on the water, their sails motionless. At 10 P.M. the Cronstadt

again stopped, but we felt wearied, and retired to our berths for the night, in the belief that the stoppage would be temporary as on the former occasion.

July 13. Going on deck at 7 A.M., we found the vessel in much the same position, with screw still at rest, only having drifted during night towards the Russian coast. It appeared one of the steam valves was out of order, but in half an hour was reported all right again, when off we started.

The screw made a few brisk revolutions, like the bright flicker of the expiring flame of a burnt-out taper, and ceased.

We drifted till 11 o'clock, and then sighted two homeward-bound steamers. One, the St Petersburg, a Dutch ship, altered her course and came close astern, for the Cronstadt being a new ship and on her first voyage, appeared a strange sail to the regular Baltic traders. The captain of the St Petersburg hailing, inquired what was the matter; our captain replied all was right, so the St Petersburg sailed on. The other vessel had meanwhile crossed our bows at a considerable distance, and kept on her course. It began to appear very evident that much time might elapse before our position was improved, and knowing that a Hull steamer would soon be coming up astern, we determined to effect a change of vessel, and so hasten to the end of our voyage.

While occupied in restlessly wandering all over the vessel, the saloon, deck, cabin, but principally the engine-room, inspecting the progress in repairing the machinery, I caught sight of the expected steamboat in the direction in which the St Petersburg had sailed; the former appeared to have left her course and to be sailing in our direction. It was the Hull boat. I at once resolved to go on board, and my friend being of the same mind, I gave orders to collect the luggage for the change. At this moment a misty rain descended, concealing the Hull boat from view, but she had borne close on us, suspecting something was wrong. The mist soon cleared off, and we then discovered the Emperor from Hull, a regular passenger paddle-steamer, a mile or more astern. Our captain hoisted the Union Jack, and then lowered it half mast high, as signal of distress. The Emperor soon neared, and her captain inquired what service he could render. Our captain's answer was, "My machinery is out of order, and we are at a standstill, but have two passengers who wish to proceed with you."

Steamer in distress.

All the passengers, among whom were ladies, on board the Emperor, were meanwhile on deck to witness a ship in distress. I felt quite sure we would be more comfortable in the Emperor, especially as far as company was concerned.

Change steamers.

Our mate boarded the Emperor to arrange for the towing of the Cronstadt, but was unsuccessful in making an agreement. Our captain then proceeded to convey us with our luggage on board. On quitting the Cronstadt our great difficulty was to get into the small boat, as the sea, formerly calm, had become rough, and there being scarcely any footing down the side of the Cronstadt, we had to hold on by two ropes. My friend managed to reach the boat with ease, but I was not so fortunate; at the very moment when I was ready to leap, the boat suddenly lurched away from the steamer, leaving me hanging by the ropes. "Hold on!" the spectators cried—very necessary advice indeed! for had I lost my hold, I would inevitably have been launched into the depths of the Baltic, and my fate in all probability sealed. The boat soon neared again, when I leapt in, and we were not long of getting on board the Emperor, and introduced to her captain, taking leave of our former captain.

After selecting our cabins, and taking refreshment, of which we greatly stood in need, we soon became acquainted with all the passengers, and related to them the causes that led to our sudden appearance among them. The captains, having failed to agree to the terms for towing, had separated, and the Emperor steamed off, but only half speed, in case the

captain of the Cronstadt should change his mind. This, however, did not happen, as no signals were given.

The Cronstadt was a ship of 180 horse-power. I saw no Government certificate in her cabin. Her cargo was oil from the American springs, machinery, and two tram railway-carriages for St Petersburg. We soon lost sight of her.*

Dinner was served, and, in due course, tea, when for the first time I tasted this beverage made after the Russian manner—no cream, but with a slice of lemon. As evening advanced, we passed the island of Gothland, and were rapidly making for the Gulf of Finland. The weather had quite changed, with rain during the early part of the day, and a north-west wind.

On the Gulf of Finland.

On the 15th of July we made the Gulf of Finland, I found occupation in bringing up arrears of writing.

Revel.

We passed Revel. The extensive fortifications surrounding it give the town the appearance of great size.

Narva.

We next passed Narva Bay, and saw the town of Narva. The weather, previously stormy, had now moderated, tempting the passengers on deck. Soon after dinner we sighted the island of Hogland, and the lighthouse of Runskar. A shilling lottery was

* The Cronstadt was lost in November 1864 in the Gulf of Finland, off Revel.

started by the passengers, each writing on slips of paper the time we should pass the lighthouse, the captain being umpire. I drew 8.35, and found that twenty minutes would decide the matter. On looking at my watch I made sure I should win, which I did.

We now prepared for landing early next day: all was noise and excitement—the Russians anxious to get home, we English eager for the first glimpse of Kronstadt; but this gradually subsided, the passengers retiring to their cabins, leaving all quiet. The weather continued favourable, the sea somewhat rough, with a cold north-west wind.

July 16. Notwithstanding the late hours of the previous night, all the passengers were up betimes, the toilets of both ladies and gentlemen showing evident marks of haste and early rising. Very shortly we saw Kronstadt in the far distance, as it were a mere speck in the horizon.

Breakfast occupied our attention for a brief period; brief, I say, because the viands—beefsteak, ham, eggs, cold meat, tea, coffee, &c.—all very good when in circumstances to be enjoyed, but after a long sea-voyage the passengers were too much engrossed at such an early hour by the prospect of a speedy landing.

We now had a most complete view of Kronstadt, and both sides of the Gulf, as we rapidly neared the

island. A few men-of-war vessels were anchored outside the two principal forts, which are built of solid stone, and contain from four to five tiers of guns to guard the entrance of the principal channel to St Petersburg. Whether these guns can be pointed in more than one direction I am unable to say; for, sailing past so rapidly as we did, I could not form an opinion.

Fortifications of Kronstadt.

On both sides of the Gulf and near the mainland are small invisible batteries, built and in progress of erection; and it was quite evident the Russian Government was filling up all the available channels where ships of war could enter, so as to render access impossible. This was being effected by sinking stones, and we saw barges with steam-tugs so employed. Old line-of-battle ships, I was told, were likewise sunk.

Arrival at Kronstadt.

As we drew near to the quay, I observed that the harbour and dockyard, the latter innermost, were between us and the town of Kronstadt. All sorts of craft, and of every nation, were floating in the harbour. Our steamer was no sooner moored at the quay than the Russian authorities came on board and examined passports, &c., but this occupied little time.

We had to change steamers, as there was not depth of water to enable the Emperor to prosecute the voyage any further up the Gulf. The heavy

portion of the cargo, consisting chiefly of cotton, was sent on by barges. The passengers, and several horses, were transferred to a small steamboat. The horses belonged to a Russian nobleman, who had commissioned them from England, and were in charge of an English servant. The transference of them was effected with ease and safety, but in the attempt to secure one of the horses—a high-spirited animal—to the bows of the small steamer by means of a rope round his quarters, he became unmanageable and sprang overboard, carrying with him the lad who had hold of his head. The latter was speedily picked up uninjured, but the horse was with difficulty saved, having to be towed into harbour by a rowing boat.

Kronstadt to St Petersburg.

My friend went on shore, and before he returned we had sailed for St Petersburg. The distance is not great. On our way I saw many sunk barges, from what cause I could not learn, consequently we were obliged to keep a clear central channel, in order to avoid grounding on either shore. I believe this could easily be remedied, if the Russian Government would consent to dredging, and so deepen the Gulf, but I suppose the fear of invasion prevents this being done.

The gilt domes of the many churches of St Petersburg came first in sight as we gradually approached the capital of All the Russias. During the short sail

from Kronstadt I was induced to taste the favourite liquor of the country, but the spirit was so fearfully strong that I returned the glass, remarking that I would not taste such a potent fluid again, one sip being quite enough for me.

We now left the Gulf of Finland and entered the Neva river, and in a short time arrived at the Custom-House. We landed between two and three P.M., the voyage from Copenhagen having been of five days' duration. Arrival in St Petersburg.

Here a disagreeable scene occurred. One of the passengers belonged to a mercantile house in St Petersburg, whose brother from the same establishment came to meet him, but the order had been given to clear the Custom-House, and every stranger was requested to leave. This young man, however, was unwilling, and being roughly handled and forced along, resisted, and struck one of the Russian Custom-House officers such a blow as showed he knew well how to use his fists. I could not but admire his conduct, but, unfortunately for him, he was immediately surrounded, pinioned, and marched off like a felon to the police-office. I may here remark that the Russians appeared to be very cowardly, a crowd of officers doing what one strong man might easily have accomplished.

The examination of luggage now commenced. I had been advised to keep near my property, and

only open one package at a time, opening and closing each in succession, as Russians are not to be trusted.

When the examination was completed, a cart was hired to convey the luggage across the lowest bridge of the Neva to the English Lodging-House; and during the transit, I was recommended not to allow the Russian in charge out of sight.

Being tired and wet, I had a slight refreshment on arrival, and after dinner strolled out to see what I could, though the night was miserably cold, with much rain. Although this happened to be St Swithin's Day, fortunately for us the popular prediction connected with his name was not realised.

Description of St Petersburg.

St Petersburg is well known to be situated on the river Neva. The city is also intersected by several canals. The Neva is crossed by bridges of boats, such as are common on the Continent, where rivers of magnitude have to be crossed. All these bridges open to admit of the passing of small boats. Large ships do not come higher than Kronstadt. The lowest bridge is of iron, supported on stone piers; these piers are securely protected on the up-stream side, to resist the innumerable large blocks of ice flowing down on the first approach of spring. This iron bridge opens on one side to allow vessels to pass up and down. Numerous small steamboats ply on the

Bridges.

river as far as Lake Ladoga. Below the bridge the government steamboats are moored, and lower down are the dockyards, and enclosed building sheds for the men-of-war.

When a ship is launched, she is floated down to Kronstadt, and there again placed under cover till finished and ready for sea. Large quantities of wood are seen on the river and canals. When I expressed surprise at seeing so much, I was informed it was all required for winter use, and what I saw was not even a fourth part of the usual consumption.

The Neva.

The Neva empties itself into the Gulf of Finland by two mouths; one is close to the dockyards, the other extends considerably further to the north-east, forming an island of that part of the city. There are numerous swimming-baths on the river, and the banks are studded with *cafés* and gardens, where the inhabitants resort to enjoy music, dancing, &c.—in short, these are the Cremornes of St Petersburg. There are mineral springs also.

The streets.

The streets of St Petersburg are wide, some are paved with wood, others with rough stones, and nearly all slope from the centre. The pavements on each side of the streets are wide. During the winter months the city is lighted with gas. Tramways are being constructed in many of the streets for passengers and goods.

All these city matters are managed by Government, and taxes are levied to defray the expenses.

Shops. The shops are numerous and generally large; many of them present a striking novelty to a stranger by having representations of the articles for sale painted outside, with their names in Russian. I suppose the painting is for the benefit of foreigners, the names being of little use in a language so difficult to understand as the Russian.

Watch-towers. The attention of visitors is soon attracted by the high towers all over the city, with men on the top night and day, using signals in the shape of round balls. These are to give the alarm of fire when such takes place to the very efficient fire brigade, and indicate the district in the city where such events occur. The towers command most extensive views all round, and are under charge of Government.

Police. The members of police are numbered, armed with a short sword, and wear a grey overcoat and white trousers.

Military. The prevailing military dress is, dark-coloured coat and white trousers. The soldiers when in marching order appear to be heavily laden. The officers, according to the universal custom of the Continent, are always in uniform, the additional covering of a cloak being worn.

The sailors of the Imperial Navy wear a dark dress and white trousers. All the officers and men have white covers to their caps; in this latter particular, I was told by a Russian officer, four regiments of the Russian army have the privilege of this distinction.

Drojkies.

The Drojkies are singular conveyances. Nearly all the drivers are Cossacks. Their dress is a blue gown, double-breasted, and fastened under the left arm with hooks, and lower down with buttons; and trousers with top-boots over them. This is, indeed, the prevailing garb of the lower orders in Russia, excepting that the gown is of a different colour, and in some instances consists of fur, the skin being worn outside.

Drojkies are the common conveyances, mounted on four wheels and capable of holding from one to four persons; some are drawn by two horses, with bells attached to the harness. In those seated for one or two persons the driver sits alone, but in larger sizes there is accommodation for another person on the driver's seat.

The drivers hold the reins with both hands, and traverse the city at great speed. There are a few omnibuses.

Pigeons.

The pigeon being in Russia considered a sacred bird, is much encouraged and protected, so that they are to be seen all over the city in great numbers.

The estimation in which the pigeon is thus held is supposed to be from Noah sending forth a dove from the Ark when the waters were abating.

Smoking.

I shall conclude this outline of some of the leading features of St Petersburg by remarking that smoking was not allowed in the streets, by order of the late Emperor, and so rigidly enforced that any foreigner disobeying in this respect is at once challenged, and if he refuses to comply, or fails to understand the nature of the demand, his cigar or pipe is instantly and unceremoniously snatched from him, and thrown away. This order, however, has been rescinded, smoking now being allowed in the streets of St Petersburg. The pipe and cigar are largely indulged in at all the tea-gardens, and even the ladies there may be seen so employed—a custom very general among the fair sex all over Russia.

Kazan Cathedral.

The Kazan—the metropolitan church—so called from being dedicated to a patroness of that name, is built in the form of a cross. It was founded in 1802, and consecrated in 1811, after an outlay of about £600,000. The screen is ornamented with silver, an offering of the Don Cossacks after the memorable campaign of 1812. The altar railings are solid silver. Except the face and hands, the saints' pictures are covered with silver and precious stones. This description of the Kazan applies generally to the other churches in

Russia, except that few are so richly adorned; but those that are plainer have much the same interior as the Kazan. When, however, the Russians have it in their power to decorate their churches, they feel happy, as they consider such an expression of the reality of their devotion and religious belief.

Religious ceremonies.

But I must offer a few words on the subject of the Russian religion before proceeding further.

Shrines.

The traveller will observe numerous shrines in the streets and elsewhere, very similar to what are seen in France, Belgium, and other Roman Catholic countries, but more highly decorated. All who pass these shrines uncover the head, and make a low obeisance with the sign of the cross. I have at different times seen people from the country lay aside their burdens, the better to perform their devotions. In fact, the same ceremony is observed in passing in view of any of the large churches, no matter how far off.

Holy water.

Holy water is not seen at the entrance to the churches, being only used by the Greek Church in cases of sickness, and is supposed to be efficacious in curing diseases.

In the churches, a figure of our Saviour is enclosed in a case, and only exhibited at Easter, when the ceremony of the burial and resurrection takes place, just as if it were the real crucifixion. Their Sunday

commences at 6 P.M. on Saturday, and ends at 12 noon on the following day.

Sacred pictures.

I observed there were no images, but numerous pictures, to which very great devotion is paid, even to kissing the floor in front, making the sign of the cross, and then embracing the picture.

Candles of a small size are purchased by the worshippers, lighted, and placed before the pictures. The screen, behind which is the altar, is opened during divine service, so that all present may see the priest.

The congregation stand during worship. Laymen may go behind the screen, but women are not permitted to do so. There is a piece of carpet on which the priest only is allowed to stand. I accidentally put my foot on this sacred place, but the frown of a Russian soon showed me I was transgressing, which I immediately apologised for. Both elements are used at the Holy Communion.

Domes.

Every dome in the city, whether surmounting a church or other building, is gilt all over.

Isaac Cathedral.

Isaac Cathedral is a magnificent structure, erected in the course of three reigns, having been commenced in 1819 and consecrated in 1858. Internally this cathedral is more highly decorated than the Kazan, having most beautiful columns of malachite and lapis-lazuli.

The Retreat of Peter the Great, situated on the north bank of the river, is constructed entirely of wood, and was built by himself. To preserve this interesting relic, an outer building has been erected which completely encloses and protects it from the weather. Retreat of Peter the Great.

The original residence consists of three apartments—dining, reception, and bed room. The dining-room has been converted into a chapel, and the reception-room is filled with a variety of articles the workmanship of Peter the Great.

Close to the residence just described is the fortress, and within it the church called St Peter and St Paul. Underneath this church is the Mausoleum of the Russian Royal Family. In the aisles of the church and over the vaults are sarcophaguses, on which are inscribed the names of those buried. I observed the latest interment was that of the Emperor Nicholas. His tomb is surrounded and covered with flowers, which are renewed as they fade. St Peter and St Paul.

This terminated our sight-seeing for the day. The weather being fine, though somewhat cold, our time, on the whole, was most pleasantly passed.

All that wealth can command or the most fastidious taste desire of luxury is to be found in the Hermitage and Winter Palaces. The former was built by Catherine II. as her own private residence, Hermitage and Winter Palaces.

and is connected with the Winter Palace by a small passage.

It was in the Hermitage Catherine II. is said to have amused herself with all the clever men of her time, during the interval of state business. Although I did not visit both palaces on the same day, I shall combine them in the description. In the Hermitage there is a small but beautiful theatre, and no expense is spared to attract the most talented artistes of the day. On the second storey there is a garden, in which is collected the most choice plants, forming a perpetual source of pleasure in all weathers and seasons. The collection of pictures embraces specimens from the various schools of painting, and there is also an interesting assortment of very ancient jewellery; and, strange though it may seem, on one side of the Fine Arts gallery is exhibited the turning-lathe and tools used by Peter the Great, and some of the work executed by his own hands. There is also a statue of Peter the Great in a sitting posture.

Hermitage Palace.

Winter Palace.

The magnificence of the Winter Palace far surpasses any power of description. The public rooms are brilliantly illuminated by innumerable lights. The ball-room is a splendid apartment, capable of holding an immense number. Below this room, and nearly at the base of the palace, is situated the bedroom of

the Emperor Nicholas, and in which he died. The bed and all the furniture in the room are of the plainest description, and it is difficult for a visitor to imagine he stands in the apartment of so great a potentate. The Emperor's clothes remain exactly in the same places they were at the time of his death. A circular stair leads to the Empress's rooms above. These apartments are detached from the rest of the building. Malachite and lapis-lazuli are extensively used for pillars and other ornaments throughout the palace.

Stoves.

Outside-stoves are curious objects, and very characteristic of the climate. They are attached to all the palaces and public buildings, and are circular-shaped, of iron. The fuel used is wood, and they impart very great heat. The drojky-drivers largely avail themselves of the benefit of these stoves during the cold winter evenings.

Monastery of St Alexander Nevski.

We next visited the Monastery of St Alexander Nevski, which is situated a short way up the Neva river, and contains a large number of monks. The chapel is the most ancient part of the building. We inspected the burying-ground, which is used by the wealthiest classes only, on account of the very high charges for permission to bury in this holy ground. Our attention was drawn to the tomb of an archbishop, who had been buried a short time before our visit.

The Arcade and Bazaar.

Small-wares principally are sold in the Arcade and Bazaar, where I observed the same system that Russian merchants generally adopt—that of painting on the walls and shutters outside the names of the goods for sale within. In some instances I saw French, German, and other languages.

July 19.

To-day being Sunday, I attended divine service at the English Episcopal church, and was somewhat surprised when the clergyman intimated the day of the month to be the 7th of July.

Calendars.

Throughout the Russian dominions, except in Russian Finland, the Julian method of computation, or *Old Style*, is still retained, which is twelve days later than the Gregorian Calendar, or *New Style*, adopted in other civilised countries.

Museum.

On Tuesday, crossing the Neva, we visited the Museum, which is well filled with specimens of natural history and geology, and models of machinery, similar to the collections in most European capitals.

Taurida Palace.

The Taurida Palace is on the same side of the Neva as the Winter Palace, but higher up the river. It contains one of the largest rooms I ever saw, having a garden within it. Here is the model of a ship-of-war, made for the instruction of those members of the Royal family of Russia who entered the Navy; but the palace is now occupied by ladies who

have retired from attendance at the Imperial Court, answering to Hampton Court, England.

Tea-Gardens.

We concluded this day's rambles by a visit to the Tea-Gardens on the south bank of the Neva, which command beautiful views of Kronstadt and the Gulf of Finland. Cremorne is the fittest comparison to these fine gardens.

Tsarskoé Sélo Palace. July 22.

To-day we visited the very interesting royal residence Tsarskoé Sélo, distant about fifteen miles from St Petersburg, and most accessible by railway. This palace is the Windsor of Russia.

The Armoury.

The Armoury is ancient and interesting. Two handsome saddle-cloths, inlaid with precious stones, presents from Turkey, were conspicuous. It was painful to see flags—not many, it is true—stained with blood; and several weapons just brought from Poland, where the insurrection was then going on. The flags were of the simplest character, similar to those formerly used in England at times of general elections, but now prohibited.

Polish Flags.

Foundling Hospital.

The Foundling Hospital is a very extensive establishment, and well worth the visitor's notice. It is considerably larger than the Foundling in London, and accommodates between 500 and 600 infants, all under charge of wet-nurses. About 10,000 children are annually admitted from St Petersburg and the country. I was given to understand most of them are

illegitimate. The children are educated for various professions, the boys chiefly for the army and navy, many of the girls for the stage and opera.

July 25. Having now seen the more interesting places in this imperial capital of All the Russias, the former capital, Moscow, was the next to be visited. There are several mail trains daily from St Petersburg, and one express train at 6 P.M., arriving at Moscow at 9 the following morning.

St Petersburg and Moscow Railway.

The railway carriages are most luxurious; they are very long, with doors at the ends and windows at the sides, which arrangement gives the advantage of long sofas. The stations are elegantly fitted up, and the refreshment-rooms provide the most *recherché* viands, though perhaps correspondingly expensive.

Arrive at Moscow. July 26.

When we entered Moscow on Sunday morning the streets were deluged with water in consequence of a thunderstorm. We found accommodation at the Hotel Hamburg, and in the course of the day visited the Foundling Hospital, which is still larger than the one at St Petersburg, and has an additional ward for the children of rich people. After dinner we had the opportunity of seeing the Moscow races; the horses ran well, but there was little of the excitement usually seen at English races. This ancient capital is quite Eastern in appearance, with its numerous and varied gilt domes, from which are suspended small chains.

Foundling Hospital.

Races.

The city is of great extent, and the Moskva river flows through it.

Cathedral of St Basil.

The first church visited was the Cathedral of St Basil the Beautiful—Vassili Blajennoi—which contains nine chapels, all richly decorated, and dedicated to saints.

This cathedral was designed by an Italian, whose eyes, tradition says, were put out by John the Terrible, who was so pleased with the construction of the church that he asked if another could be built, to which the architect replied he could, and that with improvement, whereon this act of cruelty was committed in order that the building might not be equalled or surpassed.

Military.

Before leaving, our attention was attracted by military music, when on looking we saw a Russian regiment of infantry marching past, three battalions strong, with brass band, drums, and fifes. There appeared to be only one regimental colour. Officers as well as men carried knapsacks. Swords and bayonets were sheathed. This regiment had marched from Tula, the Birmingham of Russia for hardware, firearms, &c. Though not visiting this place, I procured in Moscow many specimens of its wares.

Tula.

Kremlin.

We entered the Kremlin, passing through the Holy Gate, which is opposite the church last described. Over it is a picture of the Redeemer of

Smolensk, held in great veneration. All who enter or leave the Kremlin must uncover when passing through this gateway, which, if the visitor neglected to do, would speedily be enforced by the guard on duty.

Great Bell.

The Great Bell is the first object of interest. It was cast in Moscow about the end of the sixteenth century. During a fire, it fell to the ground, and was broken. In 1654 it was recast. In 1674 it was suspended from a wooden beam at the foot of the tower, from whence it fell in 1706 during a fire, when the fragments lay till again recast in 1733. By the falling of heavy rafters during another fire in 1737, the side of the bell was knocked out, and remained buried in the ground till 1836, when the Emperor Nicholas placed it on its present pedestal. The size is sufficient to allow a number of persons to stand inside, and its thickness is very great. The figures in relief on the outside of the bell are beautifully executed.

The Arsenal.

The Arsenal contains numerous guns taken from the Turks and French: shot, shells, &c., are piled in profusion.

The Sacristy of the Patriarchs.

The Sacristy of the Patriarchs contains numerous specimens of art of great antiquity, especially the sacerdotal robes and ornaments, church vessels, and plate of the several patriarchs. The robes are of the

most gorgeous kind, profusely ornamented with plates of gold and precious stones.

Holy oil.

Here are preserved the silver vessels that contain the holy oil, prepared in this place for the consecration of the churches, and anointing of the emperors at their coronation. It is also used at the baptism of children. At this rite, the eyes are anointed that they may only see good; the ears, that they may only hear what is pure; the mouth, that only what becomes a Christian may be spoken; the hands, that they may do no wrong; the feet, that they may tread the path of virtue.

The Kremlin.

The Kremlin is completely surrounded by a wall. The great fire of 1812, when Napoleon invaded Russia, destroyed nearly all the buildings in Moscow except a few in the Kremlin, which were fortunately preserved, and are consequently the oldest buildings in the city. We inspected a fine old chapel attached to a nunnery in the Kremlin, situated near the Holy Gate. The chapel is beautifully decorated, and has several shrines of saints. One of the older nuns presented me with two pictures, in return for a small silver coin I laid on the shrine of her favourite saint.

The Cathedral of the Assumption.

The Cathedral of the Assumption is within the Kremlin walls, but does not claim particular remark. The Palace in the Kremlin is equal to the other

The Palace.

Russian palaces in grandeur and costly decoration. The rooms occupied by John the Terrible are vaulted, very small, and gloomy.

The Treasury.

The Treasury forms the right wing of the palace. It is not, however, what its name would indicate, but the depository of an infinite variety of venerated historical objects. There are swords, guns, and other weapons, and very curious armour for men and horses. The plate and jewels are old and valuable. The crowns presented by the Tartar chiefs to the emperors are magnificently ornamented with precious stones. The old equipages that have been used on state occasions are here preserved with care.

Great Riding-School.

We visited the Great Riding-School, a hall of immense size, and, on account of the roof being unsupported by prop or pillar, it is one of the most remarkable buildings in the city, or perhaps in the world. During winter, the hall is heated by numerous stoves, and is used to drill troops; an entire regiment of cavalry being able to manœuvre with ease within its extensive area.

The Sparrow Hills.

An interesting excursion was undertaken to the Sparrow Hills, though over a miserable road. A commanding view is obtained of Moscow and the river Moskva winding beneath. From this eminence Napoleon and his army first beheld Moscow.

During this excursion, we entered a farmhouse.

It was small and miserable, and, taken as a specimen of its class, impressed us unfavourably with the comforts enjoyed by the Russian farmers. As the disease at present prevailing among cattle is believed to be the Rinderpest of Russia, I could easily conceive any disease of the kind likely to abound where so little attention was paid to cleanliness and ventilation. A farm-house.

On this visit to the hills, one of the wheels of our carriage came off, which caused some delay.

The drojkies are the same as those of St Petersburg; the drivers dress similarly, except the hat, which is of a conical form. The drojkies.

The street-hawkers, no matter what they sell, invariably carry their wares on their heads. They are provided with scissors and paper, fastened to their belt, for cutting and wrapping up the goods they dispose of. Street-hawkers.

The streets are lighted with oil lamps—gas being used only in houses—and during winter it is brought to the city in vans and stored in cellars. The streets are in very bad condition. There is no wood pavement; small stones are used, and so irregularly placed that they are uncomfortably rough, and even dangerous to tread upon. The streets slope to the gutters on either side. The streets.

The principal markets are held on Sundays, Wednesdays, and Saturdays, when the attendance is very great. Markets.

Birds of prey.

As visitors walk about Moscow they will see kites and other birds of prey flying high above the city. They live chiefly on poultry, darting down when they have an opportunity—hence they are commonly named chicken-stealers.

Pigeons.

I witnessed one of these birds molest a pigeon, which latter birds are even more numerous here than in St Petersburg. I saw a woman feeding them; she could have caught any number, they were so close to her, and so tame.

A funeral.

A funeral was seen passing along the streets, six men walking in front bearing lighted torches, one carrying the picture of a saint, another leaning over the coffin, which was in an open hearse, covered with silver and yellow. Behind followed the two chief mourners, a man and woman. Carriages and drojkies completed the procession. No mourning was worn, all wearing coloured clothes.

The Redeemer Cathedral.

A new cathedral, named the Redeemer, attracts attention; it is far from being finished, but enough is erected to show that it will vie in grandeur with the finest edifices in the city.

Cafés.

The Moscow cafés are worthy of description. In the one below the Kremlin, visitors can obtain whatever refreshment they please to order. The dress of the waiters is peculiar, being entirely white—a tunic fastened at the neck by four small buttons, and down

the left side. Neckties are not worn. How such a dress is kept so clean as they appeared to be is a marvel.

During some of the days the temperature was 114° in the sun and 85° in the shade, and still the natives considered it a cold summer for Russia. Temperature.

I visited Monsieur Nicolai Ivanovitch Teleznov, Directeur de l'Académie Agricole de Pierre le Grand à Moscow, a model farm belonging to Government. Great improvements were being made in the erection of farm buildings and class-rooms, it being intended to establish an Agricultural College in connection with the farm for the purpose of training young men in farming and agricultural chemistry, &c. The farm consists of 175 deciatines—nearly 500 imperial acres. The new steading was only partly erected, so that the farm arrangements were incomplete as regards the number of the hands employed, &c. The cottages, though of wood, appeared well constructed. Model farm.

The farm-servants have the option of cultivating an acre of land for their sole benefit, in lieu of wages, their food being of course provided. Women did not appear to be employed on the farm. Farm-labourers.

The crops, consisting of oats, barley, rye, potatoes, vetches, and buck-wheat, were not nearly ripe, the time of harvest being still distant. Buck-wheat, Crops.

used chiefly by the peasants, forms a most nutritious diet.

The land is cropped in succession. Only part of the farm was good soil, the remainder was very indifferent; much draining would be required.

Brick and tile work. Tiles.

There is a small brick and tile work close to the steading, at which I examined the tiles, both burned and unburned. They seemed substantial and good. Pipes and collars only were made, and were like what are used in this country, the machinery being of English manufacture.

Bricks.

The bricks are similar to those made in England, but with holes in them varying in size, for what purpose I could not discover—possibly for ventilation.

Drains.

The drains are four feet deep, which is necessary on account of the frost penetrating to the depth of three feet. The tail-races are of course still deeper, according to the fall of the ground.

Horses were employed at the tile-work, no steam-engine being in use.

Cow-byre.

The cow-byre was fitted for two rows of cows, with passage in the centre, towards which the floor sloped on either side to secure good drainage.

Dairy.

The dairy was constructed on the English plan, provision being made by means of a deep well to protect the produce from the extreme heat of summer. There were no piggeries.

The hay-houses were enclosed on all sides to keep out the snow, which drifts in winter, and is very penetrating. The roofs of these buildings were covered with thin pieces of pine-wood, six inches long by three inches broad, put on in the same way as slates. The coping was of wood, principally birch and lime. Hay-houses.

Such of the live stock as I saw were excellent. The horses seemed small but well made. The cows, being at pasture, I did not see. They were of the Swiss breed, and said to yield only a small quantity of milk, as might be expected, from the nature of the farm produce. There were a few sheep of a small native breed. Live stock.

There was a large sheet of water a quarter of a mile from the steading, the ground intervening being used for agricultural experiments. The supply of water for building was conveyed from this source in an aqueduct of wood—probably it may be used thereafter for irrigation, the land being well situated for this.

The garden and grounds were well designed, and had, at a former time, belonged to a private family. The garden much resembled an English one, with its crops of fruits and vegetables, with flowers and hot-houses. Owing to the severity of the climate, hot-house and garden-wall produce is most expensive—peaches, for instance, selling at ninepence each. All the implements in use were of English manufacture. Garden.

On the whole, the inspection of this interesting model farm was very satisfactory, though the information gained was limited, as the director, Monsieur Nicolai Ivanovitch Teleznov, preferred conversing in the English language, which he had acquired during a visit to this country.

Villas.

We visited some of the Russian villas on the banks of the Moskva in the vicinity of Moscow, and happened to see a dance at one of them. On the way we passed the city *abattoirs*, the smell from which was very offensive.

On our way back, about five miles from Moscow, the house where Napoleon is said to have written his despatches to Paris by the light of the burning city was pointed out.

Departure from Moscow.

On the 3d of August a new feature of interest was given to this tour in consequence of the great fair of Nijni-Novgorod, to which so many were flocking that we failed to obtain a place by the five P.M. train, but proceeded by the next at ten P.M. When daylight permitted us to see the country it presented much the same appearance as on the line of railway from St Petersburg to Moscow. The carriages here also were comfortable, so that sleeping was indulged in by many of the wearied passengers.

Arrival in Nijni-Novgorod.

Our destination was reached early in the forenoon of the 4th of August. Nijni-Novgorod is famous

for the largest annual fair in the world, which begins in August and continues for eight weeks, at which time the population amounts to a quarter of a million. Merchants from all parts of Europe and Asia attend, and the sales are valued at £22,000,000 sterling.

The town.

The town is situated close to the confluence of the Oka and Volga rivers, on a ridge of high land, the first eminence east of Moscow. The small town has a straggling appearance. The houses are white, what domes there are being gilt. The fort is built on the highest point, its naturally strong position being greatly aided by the hand of man in rendering it most formidable. The fair is held on a piece of land to the north of the town, and is bounded on the south by the Oka and on the north by the Volga, these rivers meeting on the east. The town is connected with the site of the fair by a bridge of boats across the Oka, a little above the junction of the two rivers.

Site of the fair.

The exact spot where the annual market is held is indicated by a very large stone building, in front of which are arranged a great many small bazaars of wood, in the shape of arcades, with a very large square in front, the sloping and projecting roofs giving protection from the weather. The merchandise is sold in the square. The Moscow railway terminus is close to where the fair is held.

The goods for the fair, partly unpacked, were to be seen on the banks of the Oka, as well as in the market-place, at the railway-station, and all the other approaches. Large quantities were also packed at Moscow, waiting conveyance to the fair. The bales and packages were of all sizes, and contained goods of every description, brought from different quarters of Europe and Asia, so that if purchasers wish Tula hardware, the produce of St Petersburg, Moscow, or any other place, they can here be supplied as well as if obtained at any of the respective places of manufacture.

Too early arrival.

Unfortunately forgetting the method of computing time in this country, we had arrived a fortnight before the opening of the fair, and the hotel accommodation not being very inviting, we were not tempted to remain even over one night at Nijni-Novgorod. We called at the post-office, both at the fair side as well as in the town, and at the latter we received our letters from England, and posted replies.

First impressions.

A short glance at the place gave an idea of what the fair would be; but I cannot help observing, before quitting Nijni-Novgorod—remarkable only at this season—the impression must be somewhat like that of a lad brought from the country to see London for the first time. Show him Regent and Bond Streets, with other fashionable thoroughfares, not forgetting

the palaces, parks, reviews, and other metropolitan sights—his astonishment must be like mine at the most extraordinary sight of Nijni-Novgorod: such confusion of tongues, of people from all nations, and such quantities of goods, packed and unopened, piled in heaps all about the streets of the fair.

To-day I tasted sterlot, a species of eel somewhat resembling the lamprey, very rich, a native of the Volga and Oka rivers. We could not procure good wine at the hotel, but had to purchase the little we required in the fair side.

Russian prisoner.

We saw Russian prisoners in chains such as were once used in England; a Polish gentleman unchained, —the war with Poland was raging—but a prisoner on parole; we could not learn whither they were going.

A ludicrous scene.

We here witnessed a curious scene between a man and woman. I waited to see the result. A crowd was round them. The woman, with bare sunburnt arms, was evidently laying down the law. They were both in anger, and gesticulated so vehemently that I wondered who would strike the first blow. As a contrast to the noisy scene, a Cossack *gendarme* sat calmly on horseback viewing the whole, but not taking any part, probably waiting his opportunity to pounce on the first actual breaker of the peace. The affair, however, was soon over without any serious result.

We quitted this remarkable place on the evening

Return to Moscow.

of the day of our arrival, and again reached Moscow next morning. On the same day we visited the Kremlin Tower, from whence there is a beautiful view.

Return to St Petersburg.

On Thursday the 6th of August we left Moscow at 12.30 P.M., and slept in the train, reaching St Petersburg at 11 the following morning.

We then ascertained that the Leopard steamer would sail next day for Hull, calling at Copenhagen; so we hastened to procure passports, and secure our passage to Copenhagen.

I took leave at the English Embassy, where I had received so much kindness from Lord and Lady Napier.

Saturday, August 8th.—The hour for sailing was postponed from noon to 3 P.M., so we had ample time to procure English money and complete our other arrangements. We then sailed from the Neva at 3 P.M., and soon took our last view of St Petersburg.

Leave St Petersburg.

At Kronstadt we changed vessels and got on board the Leopard, a screw steam-vessel of 120 horse-power. She was in the Mole, which was crowded with all sorts of ships, and much dexterity of seamanship was required to steer safely out.

August 9.

At sea all Sunday, the 9th August, in the Gulf of Finland. A stiff breeze got up during the night, which rendered it impossible for the passengers, especially the ladies, to appear next morning at breakfast.

On Monday the 10th, the wind still blowing hard

rendered the motion of the screw so disagreeable, it was difficult to walk on deck; but soon passing the island of Gothland, the weather moderated, and nearly all the passengers appeared on deck, where they remained till a late hour, although the deck was wet with salt water, and the weather still somewhat boisterous; however, as night approached it became calm and fine. Down the Baltic.

The 11th.—Weather still calm and pleasant, so the passengers occupied themselves in reading and writing, in the prospect of reaching Copenhagen the next day. We passed the islands of Oeland and Bornholm, near the centre of the Sound.

On the 12th another change of weather was experienced, the sea rolling heavily from an early hour in the morning. My thoughts wandered homewards when I speculated how many grouse would be down on this well-remembered sportsman's day. August 12.

A pilot was taken on board at the lightship in the Sound, and it still continued stormy as we entered Copenhagen harbour. There we saw vessels with broken masts; and our captain told his passengers he would only wait to coal, and proceed to Elsinore, where the pilot would leave, and the vessel lie at anchor till the weather moderated. Return to Copenhagen.

The Leopard reached Copenhagen at about 11 A.M., we having been little more than eighty-nine hours on our passage from St Petersburg.

Termination.

On landing we found it easy to pass the Danish Custom-House; and having now reached the chief starting-point on the journey, I shall here end this short account of a tour to Nijni-Novgorod, extending over fully four thousand three hundred miles, traversed by sea and land in little more than six weeks—a brief space, it is true; but, even with the drawback of the Baltic voyage, it still allowed ample time to accomplish the object of the tour.

DISTANCES.

	Miles.
London, *via* Hamburg and Copenhagen, to St Petersburg,	1470
St Petersburg to Moscow by railway, . . .	400
Moscow to Nijni-Novgorod by railway, . . .	293

COINAGE.

The coins in circulation are, in gold, half-imperials of five rubles, value 16s. 1¾d. sterling.

In silver, rubles of 100 copecks, value 3s. 2½d.; and pieces of 25 copecks, value about 9½d.; 20 copecks, 7½d.; 15 copecks, 5½d.; 10 copecks, 3¾d.; 5 copecks, 1¾d.

In copper, tokens range between one and five copecks.

A TOUR IN HOLLAND

JOURNAL

OF A

Short Tour in Holland in 1865.

COMMENCING at Brussels, which capital I left on the 12th of April, accompanied by my sister and attendants, in the course of an hour we arrived at Antwerp, our luggage having been booked for Rotterdam. There were only three hours to spend here. The Cathedral of Notre Dame naturally claimed our attention first. There the well-known masterpiece of Rubens forms the great attraction. We next visited St Paul or the Dominican Church, the wood-work of which is beautifully carved oak. In my opinion a coating of varnish would not only improve, but tend to the preservation of the carved oak. This church is decorated with

April 12.

Antwerp.

pictures by Rubens, Vandyck, &c., on both sides of the aisle; but the most interesting object, as illustrative of the Roman Catholic religion, is the representation of Mount Calvary. Outside the church is an artificial eminence raised against the wall of the church, said to be an exact copy of the original at Jerusalem. On the summit is a representation of our Saviour on the cross; below, the serpent appears in two different forms. The prophets are placed on our Saviour's right hand, and the apostles on his left. At the bottom is to be seen the Holy Sepulchre; and near the entrance are boards with pictures of hell, showing the glowing flames, and representing the sufferings of those who are there undergoing the punishment of their wicked deeds.

I selected photographs of some of the places we had seen; and, after lunching, left Antwerp at 4.15 P.M. for Rotterdam. I was much amused when we reached the Dutch frontier station at the *nonchalance* of the custom-house officers, who made no examination of the passengers' luggage when placed in the custom-house—simply putting the question to each passenger, "Have you anything to declare?" and the answers being all in the negative, the luggage was speedily marked and passed. We soon took the steamboat on a part of the Meuse, and at 7.45 P.M. reached Rotterdam.

Arrival at Rotterdam.

On our way down from Moerdijk, where we embarked, we met an American from the Northern States, who cordially shook hands with my sister because she expressed sympathy on behalf of the Federals. We took up our abode at the Hotel de Pays Bas.

Rotterdam is a very wonderful city, built entirely on piles, with canals in almost every street, and in some places the water is absolutely underneath the houses. April 13.

With regard to the dykes, little explanation is necessary, as it is well known that the country being under the level of the sea, these dykes are requisite to prevent inundations, and, generally, machinery worked by steam-power and wind is made use of for keeping the country dry.

Of course there is no scope for employing water-power, Holland being too flat. Wind-power is had recourse to for grinding purposes, and I believe no country in the world has so many windmills. They are of gigantic size, the sails being from 80 to 120 feet long; the roofs are thatched with reeds. The dykes are the same in the towns as in the country, but, on account of the houses, are not so conspicuous. They are constructed of willows interwoven with reeds, over a foundation of long piles and clay.

The principal cities in Holland are lighted with

gas, made from English coal. The streets are paved, excepting where there are canals. The foot-pavement on both sides consists of slabs of stone and brick.

The houses are not high; they are all built of brick, and kept scrupulously clean.

The city corporations tax for paving, lighting, &c.; the government impose taxes on windows, chimneys, doors, and servants. The gas-works are in the hands of companies. The only public institution in Rotterdam which we visited was the hospital, where we observed steam was largely employed throughout the building.

April 14. Good Friday.—We hired a carriage and drove to Delft. On the way we stopped to see the Dutch farm of Veelgigt, consisting of 60 imperial acres, all in pasture, and managed by the proprietor. There were from 60 to 80 cows; all the milk from which is converted into butter. The farm-house is very commodious and remarkably clean. There is a milk-house attached, in which is a large bath, supplied with spring water from a pump to cool the milk.

A Dutch farm.

The cow-byre was on the same principle as in England; the cows facing the centre passage, and the floor sloping to the walls. The cows were fed in the centre, and on walking along the passage I observed stone gutters on both sides; these were filled with distillers' refuse from a stone tank, on

the removal of the wooden plugs, when the cows could drink at will as it flowed close to them. Hay and oil-cake formed the other articles of food, there being no green or white crops in this part of Holland. The whole of the manure is sold to market-gardeners. Cows are fattened here, and exported to London *via* Rotterdam; thus, it would appear, cow-beef forms a large article of consumption in England.

The Dutch have a peculiar mode of stacking their hay and straw. This is done in a square or octagonal shed, with a movable thatched roof, which is supported by from four to ten poles, about fifteen feet high. This roof is raised by the hand to receive the crop, and as it is consumed is lowered again.

Delft is about eight miles from Rotterdam, and was soon reached; it is an interesting and clean town. Beneath the new church is the burial vault of the present royal family of Holland. The latest interment was that of the Queen Dowager in March last, the earliest that of William I., Prince of Orange, who was assassinated here on July 10, 1584. Grotius, the celebrated Dutch statesman, who was a native of Delft, is also interred in this church. Delft.

We next visited the Old Church, and saw the tombs of Admirals Van Tromp and Piet Hein; also the tomb of Philipe van Marnix.

Both these churches are Presbyterian, but have organs. The style of architecture is plain.

The palace of William I., Prince of Orange, where he was assassinated, is now the artillery barracks. The staircase where the murder was committed will be looked upon with interest; the holes made in the wall by the bullets are pointed out. Some old fresco paintings are almost the only remaining traces of the former decorations of this once regal residence.

We now proceeded to the Delft-ware manufactory, but were disappointed in gaining admission, as, irrespective of its being Good Friday, we were informed that the establishment was closed to foreigners, in consequence of some of the patterns having been copied.

We returned to Rotterdam by another road.

April 15. This morning we made a few purchases, and then visited the hospital, limiting our inspection to two of the wards.

Schiedam. I started for Schiedam, famous for its distilleries of gin; there are not less than 174 of them, one of which I inspected. The town has all the general features of other Dutch towns.

April 16. To-day we visited the Zoological Gardens, where we saw the salamandrins.

April 17. Gouda. Up very early, and started by train for Gouda, on the banks of the Ijssel, reaching it in less than an

hour. Hiring a carriage, we proceeded to view the town: we visited the large Church of St John, famous for its painted glass windows, considered to be among the finest in Europe. The church was founded in 1485, destroyed by fire in 1552, but soon after rebuilt on a far more magnificent scale. The new stained glass windows were given by several eminent persons, such as Philip II. of Spain, Margaret of Austria, Duchess of Parma, &c. The finest were executed between 1560 and 1603 by two brothers, Dirk and Winter Crabeth, at a time when the art had attained its highest perfection. The windows are generally 30 feet high; two are nearly double that height.

We quited Gouda for Utrecht, and inspected the interesting historical objects of this town. It was here the Treaty of 1713 was signed, which gave peace to Europe by ending the war of the Spanish Succession. The preliminary conferences were held in a room of the old *Stadhuis* still remaining, but the house in which the Treaty was signed was pulled down and replaced by a barrack. Utrecht.

Being Easter Monday we could not enter the Cathedral, so we took our departure and reached Amsterdam, where, after some trouble, we managed to make ourselves comfortable in the Hotel-Pays Bas.

Took the train to Haarlem, intending to hear the far-famed organ; but finding we could not do so April 18. Haarlem.

before 1 P.M., we occupied the interval by driving over the town and visiting the nursery grounds. There was a great variety of different coloured hyacinths, nearly all in full bloom, the perfume from which was delicious. There were other varieties of bulbs, but not in flower. We then returned to the great Church of St Bavon, and much enjoyed the playing of the great Haarlem organ, the tones of which are very fine and powerful.

We proceeded to the Pavillon, a mansion built by Mr Hope, the banker of Amsterdam, sold afterwards to Louis Buonaparte, and now the property of the King. The lower storey is converted into a picture gallery, and contains the works of modern Dutch painters: some of the pictures in this collection are very fine.

We saw the enormous steam-engines used for the drainage of the Lake of Haarlem; they were constructed at Hayle foundry, in Cornwall. After nearly four years' constant pumping, the bed of the lake was laid entirely dry in 1853, and is now covered with rich crops and numerous hamlets and farm-steadings. The area, extending to upwards of 45,000 acres, is kept dry by the aid of three large steam-engines.

We returned to Amsterdam.

April 19. We proceeded by the Great Ship Canal connecting Amsterdam with the sea to Nieuwe Diep, which

we reached early in the afternoon, and set out to look at the town. We visited one of the guard-ships, and inspected the lighthouse of Helder, situated at the extremity of North Holland, where the German Ocean joins the Zuider Zee. This is a fixed light: there are four cotton wicks burning in oil, and the light is visible 33 miles at sea; the glass is of considerable thickness. Near the lighthouse are the extensive fortifications, capable of containing 10,000 men in its bomb-proof casemates, erected at enormous expense by Napoleon, previous to the Russian invasion. Napoleon named this fortified place the Northern Gibraltar; his brother being then on the throne of Holland.

The Great Ship Canal. Nieuwe Diep.

We now returned to our hotel, the Hotel Burgh, situated near the sea, at the entrance to the harbour. Nieuwe Diep is one of the Dutch naval dockyards.

We left Nieuwe Diep at 8 A.M., returning by the same route, the Grand Ship Canal of North Holland, one of the greatest marvels of the country. In its dimensions it is one of the largest canals, not only in Holland but in Europe.

April 20.

Blanken was the engineer for this canal, which was commenced in 1819, and finished in 1825, at a cost of 1½ million sterling. It is 124 feet wide at the surface, 31 feet at the bottom, and is 21 feet deep.

The principal villages on this canal are—

Buiksloot. Buiksloot, a populous place abounding in spacious inns.

Broek. Broek, said to be the cleanest village in the world, and the richest in all Holland. Some consider it a miniature Venice. The houses are built entirely of wood, and many of the inhabitants manufacture the small round cheeses well known all over the world as Dutch cheeses. We inspected one of the houses, which was marvellously neat and clean. We purchased some Delft china here.

Purmerend. Purmerend, celebrated for its dairies, cattle, and wool-market. In the neighbourhood are three of the best drained lake-beds in Holland, extensive and fertile. We saw here two large Norwegian ships, with their cargoes of wood floating round them.

Beemster. Beemster, wherein is a large cattle-market.

Ursem. Ursem, principally producing cheese, near which place is a large drained lake, and in the distance is seen the lighthouse of Egmond, built on sand-hills overlooking the German Ocean. This lighthouse is surrounded by sand-hills, abounding with rabbits: wild blackberries were growing in great luxuriance.

Alkmaar. Alkmaar, a fortified town, having the largest market in the world for cheese: 9,000,000 lb. are sold annually, and exported to the extremities of the earth. In the canal here, the piles are called dolphins, and originated by the Duke of Alva, who,

when he reached the town, stuck a pile into the water, saying, "Now I am as firmly fixed in the Netherlands as this pile is in the water." The Dutch placed three piles round it, signifying ironically he wanted support. One centre pile, with three piles round it, is called by English sailors a Dolphin.

Camperdown, off which village Admiral Duncan gained a complete victory over the Dutch in 1797. At Jacobs Gate the sand-hills on the left terminate, and are succeeded by three dykes, named respectively "Sleeper," "Dreamer," and "Waker." An engine was at work filling them with sand. We left the canal at Alkmaar, and engaged a carriage to Zaandam. The first place we passed was Wormerveer, a small town on the banks of the canal, where paper is manufactured and wind-mills are employed for crushing rapeseed for the oil.

Camperdown.

Wormerveer.

We crossed a small ferry called Uitjust, which means "out ghost," or "ghost seen outside."

The second town we came to was Zandyke, with four or five hundred inhabitants, and lighted with gas.

Zandyke.

The third village is named Koeg, where the houses are built in imitation of Russian dwellings.

Koeg.

We now entered Zaandam, remarkable for the cottage in which Peter the Great lived in 1696 when working in the dockyards as a common shipwright.

Zaandam.

The date of the erection of the cottage is 1632; it consists of two rooms built entirely of wood. The bedroom contains the old box-bed, chair, and table, all as used by Peter the Great. The recess is pointed out where he kept his bread and provisions.

The fireplace is very wide and without a grate; an iron plate is fixed on the hearth, with a hole in the centre, apparently for the fire. A nail was fixed in the chimney whereon to hang the pot. Over the fireplace is the motto, "Nothing is too small for so great a man."

The house was once nearly swept away by a flood. For its future preservation the late Queen-Dowager of Holland caused the house to be enclosed with a brick wall and supported by pillars. There were several pictures in the inner room, one of Peter the Great, dressed in the Dutch fashion of that time, sitting on a chair with a compass in his hand; on a table beside him is lying the plan of a ship. A second picture of Peter the Great, by a German artist, represents him in the shipyard building a boat, his secretary beside him engaged in writing at a table. Besides this, there is a small portrait of him in uniform, and a companion portrait of his wife.

We could not see the yard in which Peter the Great worked, it being built all round.

The date of the Church at Zaandam is 1630.

On our way to Broek we saw one of the great dams, with sluice-gates so constructed as to open and inundate the country at will. When the gates of the dam and its supports are taken down, the clay of the bank gives way and lets fall two iron shutters, which, when once removed, allow the water of the Zuider Zee to rush impetuously through a large cylinder laid under the dyke and submerge the open country. The Dutch once adopted this desperate measure to drown their enemies and free their country from the hated tyranny of Spain. There are three dams of this description; they are called "Burs" by the Dutch, and have been specially constructed as a protection from enemies, although such could only be attained by incurring a national calamity.

We returned to Amsterdam on the evening of the day we started on this tour on the Grand Ship Canal. April 21. Amsterdam.

We visited the King's Palace, a vast and imposing edifice of stone built on 13,659 piles 70 feet deep in the ground. We saw the public rooms and the ball-room. The latter is a grand apartment, for which this building is chiefly remarkable: its dimensions are, 120 feet long, 60 feet broad, and 100 feet high, lined with white Carrara marble; there are no pillars. Beautiful though this hall is, it does not approach in splendour to the Winter Palace at St Petersburg.

The Cathedral was next visited. It was founded

in 1417 by William Eggert, who was a native of Pomerand. We then saw the Zoological Gardens, the chief attraction being two large salamanders and two hippopotami, male and female. In the evening I went to a German amateur concert, and was much pleased with the fine voices and selection of music.

April 22. Scheveningen. Reached the Hague at 1.20 P.M., and proceeded to the fishing village of Scheveningen, about three miles distant, where we saw the German Ocean to advantage. This place is exactly opposite to Ipswich in Suffolk. While we were here the Queen of Holland, with one of her ladies-in-waiting, drove down on a visit, but we only saw them in the distance. In the afternoon we returned to the Hague, and later in the day I strolled about the town and purchased a Dutch book and some photographs.

April 23. Sunday.—We saw two Dutch regiments returning from church, with band playing. The soldiers marched well, and the music was good; there were no fifes, and all the drums were side ones; they commenced being played as soon as the band had finished.

April 24. We first visited the Museum, where is a collection of Chinese and Japanese curiosities. The Dutch, English, and Americans fought together in Japan. We then saw the Cathedral, and visited the King's Palace in the wood. The building is small, but very fine.

We next inspected the Bazaar, which is filled with great curiosities for sale at cheap prices. In the afternoon we visited the pottery, and bought some yellow Dutch tiles.

We departed from the Hague early this morning, and arrived at Rotterdam at 9.15 A.M.; leaving which place at 12.15 P.M., we reached Antwerp at 4.7 in the afternoon. April 25.

This day we bade adieu to Antwerp, and sailed for London, where we arrived on the morning of the 27th April. April 26.

DUTCH MONEY.

GOLD.

	Value Sterling. S.	D.
Ten guilder piece,	16	8
Five do.,	8	4

SILVER.

Two and a half guilder,	4	2
One guilder,	1	8
A half guilder,	0	10
A quarter guilder,	0	5
The tenth of a guilder,	0	2
The twentieth,	0	1

COPPER.

One cent,	0	0¼
A half cent,	0	0⅛

PAPER.

	Value Sterling. S.	D.
Ten guilders, ...	16	8

Accounts are made out in guilders and cents only; the gold coinage in Holland was suppressed by law in 1850, but I was able to obtain one or two specimens.

THE END.